

river of the Amur; Blagoveshchensk with the important Lenin Dockyard at the mouth of the Zeya; and Khabarovsk at the beginning of the lower course of the Amur.

In the machine industry the construction of transportation machinery in especially large plant installations is in the foreground. The railroad workshops of Ulan-Ude, Chita, Khabarovsk, and Ruzhina near Vladivostok serve to supply and maintain the railroads; all of these workshops are large installations. The most important of these is the plant for the construction of locomotives and railroad cars in Ulan-Ude. It constitutes an entire section of the city, which, according to a Soviet report, has three times as many inhabitants as all of Ulan-Ude (Verkhne Udinsk) before World War I. Since at that time the city had approximately 15,000 inhabitants, approximately 45,000 persons must be connected with this plant in some fashion. This also corresponds to the importance of the plant which is competent to supply the railroads not only of the Far East but also of all east Siberia. According to the plant's projected capacity, it is supposed to be in a position to deliver 2,000 passenger cars and up to 12,000 freight cars a year in addition to an undetermined number of locomotives. The other large railroad workshops mentioned above are in a position to repair locomotives and to overhaul them completely and also to a limited extent to build railroad cars. The base for motor vehicle production lies in Khabarovsk, which in the "Kaganovich Plant" has the largest installation of this type in the Far East. Airplane factories exist in Khabarovsk and Vladivostok. In contrast to the industry for transport machinery, the construction of agricultural machinery is distributed among a large number of places. Only Khabarovsk has a large plant.

In the building materials industry, with progressive industrialization, the need for modern building materials grew so much that a bottleneck has arisen here. Numerous small brick works and lime kilns must first be created, which are scattered over the vast areas and which in each case satisfy the local needs. A mechanized large brick-works was brought to life in the city itself for the building up of Komsomol'sk. The need for cement which is especially great had to be covered for the most part by other regions in the Soviet Union /179/ up to the beginning of World War II.

Up to 1937 there were in the Far East only two cement factories, which were in Spassk north of Vladivostok. Production here in the same year was 164,000 tons. By 1942 this production had already reached 525,000 tons. In this output the production of the cement

339 factories newly created in Komsomolsk, Khabarovsk, and Londoko in Birobidzhan shows. The last-named cement plant has very recently been expanded into the largest such plant in the Far Eastern region next to the plant at Spassk. For the supplying of Transbaykal a cement plant has been newly erected in Temlyuy, 98 kilometers west of Ulan-Ude.

288 In light industry, a new cloth factory in Ulan-Ude is worth mentioning. It was moved here in 1941 and since then it has been so greatly expanded that it delivers several million meters of cloth a year. It is the first cloth factory in the Far Eastern regions. In Birobidzhan there is an important plant in the clothing and knitting goods industry; Khabarovsk and Vladivostok have additional large undertakings in the manufacture of ready-made clothing. In the fur
295 goods and leather industry there are two outstanding central points to be mentioned, both of which are in Transbaykal: Chita with the largest fur and leather works in the Far Eastern regions; and Chikoyskiy Zavod, which lies east of Kyakhta on the river of the same name, which draws its raw materials from the Mongolian People's Republic. The production of Chita alone is sufficient to supply all of east Siberia with furs and leather. Shoe and other leather goods factories exist in various places. The shoe factories produce approximately 3 million
323 pairs a year. Only one plant--although, to be sure, one of large dimensions--is available to supply a large part of the Far Eastern regions with glass, glass goods, crockery, and porcelain. This plant lies in Ulan-Ude and represents the largest glass and glass goods factory in Siberia. In addition to window and mirror glass, it also supplies special glass for special purposes. According to the projected capacity it is supposed to be in a position to deliver 14,000 tons of plate glass and 6,000 tons of mirror glass. Ulan-Ude is responsible for supplying all of east Siberia with glass. Mention has already been made of the glass factory in Magadan. A smaller factory is supposed to still exist in the Vladivostok area.

256 The food and luxuries industry is represented by numerous small plants in the agricultural regions. Khabarovsk, Svobodnyy, and Blagoveshchensk have large mills. The first two have a processing capacity of 200 tons of grain per day; the Blagoveshchensk mill is supposed to be even bigger. The large bread and other baked goods plants, which are typical of Soviet cities, are also to be encountered here.
255 Khabarovsk has the most important installations of this type. The surplus of meat produced in Transbaykal are processed into preserved products and canned goods in the two meat plants in Ulan-Ude and in Chita.

The breeding of livestock is pursued in the entire area: cows, 563
horses, and pigs are kept in the main. Ukrainians, Koreans, and 231
Chinese use the ox also as a work animal in the field; the Great
Russians, however, do not. Everywhere there is the slender, black
Chinese pig, which is of little value. Modern, planned breeding of
livestock became possible only after the introduction of valuable
breeds by the Soviets in the kolkhoz and sovkhoz.

Under Soviet rule greater improvement work has been carried 241
out in the region of the Ussuri and of Khanka Lake, and further draining
is planned. Many things have occurred for the further development
of the area through the employment of machines in agriculture, for
which these regions are especially suited. The cultivation of rice,
soy beans, and sugar beets has been especially fostered in the last few
years. The cultivation of sugar beets was introduced here as a new
cultivated plant only under Soviet rule. Nothing can be said about
the collectivization, which was carried out later in the Far East than
in the European part of the Soviet Union and which was carried out
only gradually. Nor can anything be said about the type of organi-
zation in this area filled with men of the most varying types.

/271/ /Sketch Map:/

/272/Voroshilov constitutes the center of this important agricultural 361
area. Voroshilov lies at the point where the Ussuri Railroad meets
the Manchurian Railroad, which, hurrying from Transbaykal across
Manchuria, again enters Soviet Russian territory here. The city lies
30 meters above the sea and is 102 kilometers from Vladivostok. It
has 70,600 inhabitants (1939) and is the center of a lively food in- [258]
dustry. It has a large oil and fat works for processing soy beans. To
this works also belongs a soap-boiler and a factory for cosmetic articles. [328]
The city has special importance as the seat of two first and largest
sugar factories in the Far East. The city of Spassk (approximately
30,000 inhabitants), which lies southeast of Khanka Lake, should be
mentioned as the next most important locality. In addition to flour [339]•
mills and oil pressers, Spassk has the largest cement factory in the
Far East. As the last locality on the railroad before the Manchurian
border, Grodekovo (approximately 10,000 inhabitants) is worthy of
mention. Grodekovo already lies in the western mountains, but with
its predominantly wooden houses, it gives a typically Russian border
impression, despite its nearness to the border.

From Voroshilov the railroad leads to the south first through
hilly country, then, 30 kilometers from Voroshilov, it crosses some